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Measuring the Problem

FINANCE MINISTER FLEMING measured Canada's fiscal problem for the House of Commons yesterday when he disclosed intended federal outlays of approximately $6,174,000,000 on budget and other account in the coming fiscal year, 1959-60. Other than in general terms, he did not indicate what express means will be devised to meet this bill of costs; whether the government will resort to additional borrowing or to higher taxation, or to both as a means of financing the outlay. That is the chief question at the moment, but the answer will have to await the budget speech in perhaps six weeks' time.

If there were any clue at all in the minister of finance's remarks, it may have been intended in his statement that the aim of the government was "to restrain inflation, within the limits of controllable expenditure . . . and to aid employment and national development of resources." How this is to be done—by what steps, taken when—is what the nation will be waiting to hear.

Meanwhile public attention will turn the size of the estimated bill of costs in the new fiscal period. At $6,174,000,000 before the addition of supplementary estimates for the full fiscal year, this will be the largest peacetime budget in Canada's history; higher even than the half-budgetted costs of the peak war period. The full bill with later supplementals could approach $6,500,000,000 to be borne by taxpayers in a nation of less than 17,000,000 people.

Statistically, Mr. Fleming showed that expenditures in 1959-60 will be $439,000,000 more than estimated in the year now closing. Old-age pensions, separately financed, are to run $22,000,000 more: national hospital insurance, $100.000,000 more; federal debt carry charges, $106,000,000 more. Combined welfare payments will cost $220,000,000 more; at $1,274,000,000, or one quarter of the budget. Defence costs are listed as $72,000,000 less than in the closing year, at $1,695,000,000.

As the fiscal year ending March 31 next is said to be carrying a $700,000,000 deficit, the year 1959-60 with its higher outlays will constitute in itself a formidable national problem in any terms. Neither yesterday nor previously has the administration outlined its fiscal remedies. If the coming budget is to supply all the answers it will need to be factual, down to earth and presented early. Canada cannot drift its way out of recession.

A Builder of Canada

VIOLET MARKHAM, who died this week in London at an advanced age, will not be listed as a maker of Canada, yet this English lady contributed considerably to the Canadian political scene. In the early days of Mackenzie King she subsidized his career by settling on him an income sufficient in those days to relieve him from pressing financial worries.

She did this, she wrote, "for Canada's sake as fully as your own," being herself aware through her own public activities of the handicaps that face individuals of small means inclined towards service for the state. A rich woman herself, and possibly of a type of benefactor now gone out of fashion, she proffered aid to Mr. King throughout his career. Other political leaders of old have been helped by interested friends—Sir Winston Churchill is one, although this came as reward at the close of his active political life—and Mr. King's case is no exception.

What may be regarded as significant in these days, however, is the greater difficulty for young men aspiring to a life dedicated to public service. Such a career is not easy to pursue without a monetary background. One reason for the dearth of able younger men of obvious promise is simply that most of them cannot afford to become politicians. Were it not for the exceptions that always exist a parliamentary career would be limited either to rich individuals or at least those removed from financial strain, and to other persons who might be termed professional politicians. Even for the latter, who in some instances may find their emoluments greater than they could earn in private life, the financial returns of politics do not wholly ease the money problem, especially where their families are concerned. A politician's take-home pay is greatly reduced by claims made on his purse that he cannot avoid.

It is interesting to speculate on what might have happened in Mr. King's case had this public spirited patroness not made his political career possible. He might have turned of necessity to another field of endeavor, and since in fact he was prime minister for over 20 years the history of Canada would then have been different. Miss Markham, therefore, in her own way actually was one of the builders of Canada.

Illogical Indulgence

ONE of the most hotly disputed statutes in Canada is the Lord's Day Act, under which many things done as a matter of course by millions of people every Sunday are deemed to be unlawful. It is a law above all others which is more honored in the breach than in the observance; yet for 53 years it has stood on the statute books of the Dominion unaltered.

Now to heighten conflict as to what a citizen may or may not do on the Lord's Day, along comes the Supreme Court with a ruling saying in effect that the law does not apply to everybody. Because it is an agent of the Crown the Canadian Broadcasting Corporation has been held to be exempt from the provisions of the Lord's Day Act though its functions and activities differ in no relevant way from those of its competitors operating as private companies. This is the same as saying that the government if it operated a hardware store could do business on Sunday when all others must close.

Parliament in 1906 when it passed the act surely could not have contemplated anything so absurdily illogical as this. Succeeding governments have lacked the courage to submit the Lord's Day Act to revision in the light of the changes which have taken place in the way of living during the past half-century. Aside from all the other inconsistencies which have appeared from time to time, the discovery of this technicality making possible the granting of a discriminatory indulgence should convince the present government that the law needs to be re-examined. There is little point in attempting to enact a Bill of Rights while the Lord's Day Act in its present form remains in force.

Interpreting the News

Krupp Interests Apply

By PHIL NEWSOM
UPI Foreign News Editor

FROM a luxury airliner which had flown nonstop from France and Germany to New York, stepped a youngish-appearing man with a mission last week. Both the airliner and the man were significant.

Lufthansa began flying the international airlines on almost exactly the same day West Germany became a sovereign state, May 5, 1955.

The man was Berthold Beitz, managing director of the vast Krupp combine of steel mills, coal mines and factories in West Germany, here to confer in New York and Washington.

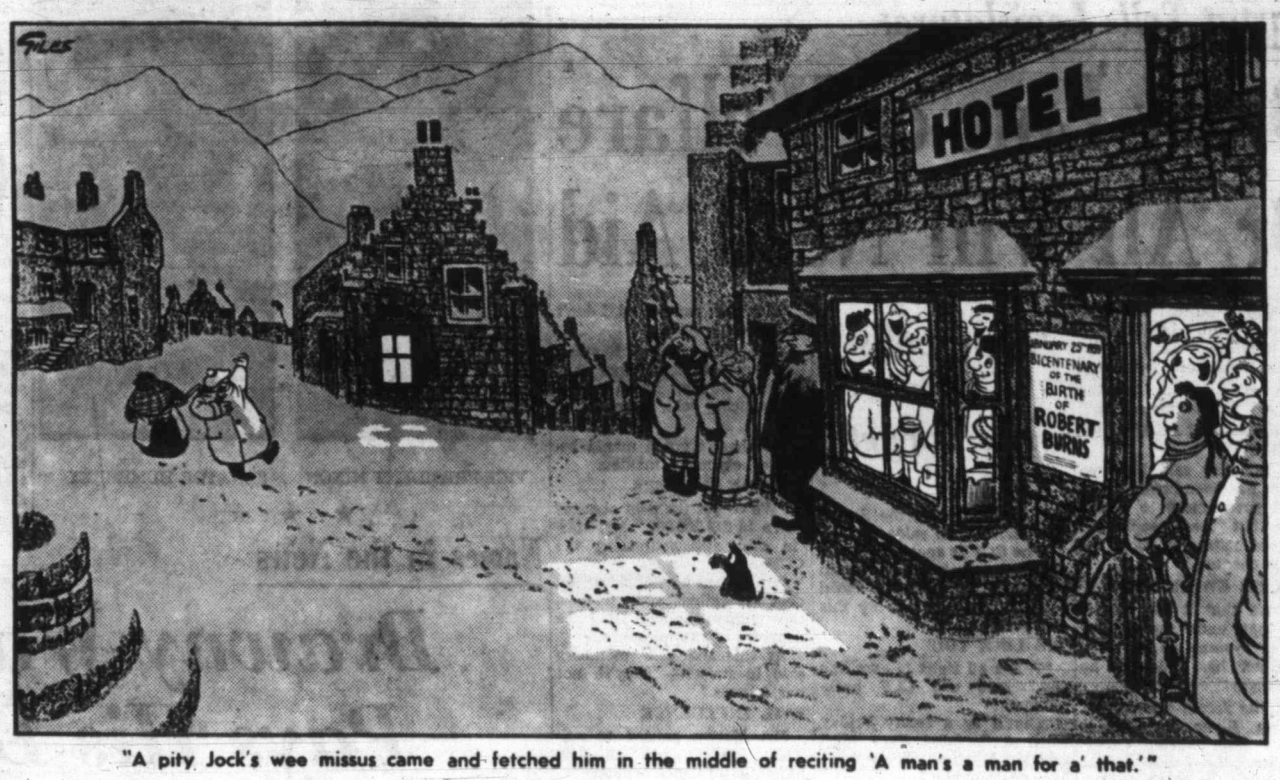
The man he answers to is Alfried Krupp, by right of succession sole owner of the Krupp interests, reputed the richest man in Europe.

Together, the airline with a passenger service through Europe, the Middle East and North and South America, and the man, representing interests with a business turnover of nearly a billion dollars a year, were representative of the Germany that has arisen since the end of the Second World War.

They also are representative of the present-day thinking of the Western allies who once went so far as to propose that Germany should be reduced to a purely agricultural nation and that its war-making potential be erased forever.

The U.S. visit of Berthold Beitz has not been much publicized. One phase of it may be assumed to have to do with announcement from Bonn that the West German government formally had asked an extension of the time by which Krupp and the Thyssen family must sell their coal and steel holdings.

These orders to sell were part of the Potsdam agreement and were pursued with vigor against German industry from the years 1947-53.



"A pity Jock's wee missus came and fetched him in the middle of reciting 'A man's a man for a' that.'"

Thinking Aloud

". . . of shoes—and ships—and sealing wax—of cabbages and kings."

By TOM TAYLOR

CHRISTOPHER MORLEY, a bookish Bohemian whose Van Dyke betrayed his sartorial concepts, once said that a man should look like he's put together by accident, not added up on purpose. He was talking about dress.

Normally, I fear, I incline to the view of Carlyle, who affirmed that old clothes are venerable, but of course there are degrees of dress and they must suit the surroundings. One doesn't go bathing in a dinner suit or to dinner in a bathing suit. Doubtless after having lost the Ashes, for instance, the MCC team currently in Australia has put on sackcloth, and if they attended a wind-up dinner they would at least add a black tie. Having no tails, as their batting indicated, the tie would not be white.

What brought this up was a note in Maclean's quoting a big-time business executive as saying he wouldn't promote anybody who came to work in a sports coat. This caused my immediate dismay, for at the moment I am wearing a sports coat, which, while not of the Carlyle variety, has that comfortable feel which comes from familiarity.

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I would have run home right away and made amends were it not that, fortunately, a distinguished eastern editor, a Morleyesque figure himself, came to my rescue in advance by citing our profession as having a sort of raffish charm about it. He is right, I hope. For all of the false movie-type newsrooms filled with uninhibited creatures emulating paper-throwing MLAs at the end of a session, there probably is an unconventional touch to the deportment of my craft at work. Perhaps, therefore, my sports coat is properly attuned to its surroundings after all.

In the matter of clothes a lot will depend on who is who, naturally. In Time magazine, for example, a lady correspondent in Ontario wonders why Mr. Rockefeller wore only a business suit at his inauguration as governor of New York State. She is not like persons who turn up at our Government House in a sweat shirt, and believes that formal occasions call for formal dress. On the other hand, being a woman, she vacillates by adding that anyone able to pick up a $40,000 tab for a dinner party—presumably Mr. Rockefeller—can wear a bikini and still be regarded as the best-dressed man present.

* * *

One ventures to doubt this thesis. Another woman, Alice Meynell, said in one of her essays that man should ditch most of his clothes; the leg being the best part of the figure and the best leg being a man's, he should get rid of his stove-pipe trousers. No man dare agree with this for a variety of reasons, the chief one being that a bikini on a male is only for small boys. Clothes, indeed, all things considered, especially in summer at the beach, are merciful to menfolk.

True enough, if one can pick up a $40,000 tab he could with propriety go about in rags. At least he would get away with it. This is the anomaly of dress. If known to be well heeled, as it were, not referring to what the shoemaker might have done to his shoes, a person can scorn clothes and be like Carlyle; he will be excused because everyone knows he could afford better. It is the individual less well endowed financially who must affect the appearance, which probably is cause for the keeping-up-with-the-Joneses complex we all condemn but on which our economy is based. If people stopped doing this, you know, we'd all crash and be reduced to bikinis. And the revelation would then be too dreadful even for a profession credited with a raffish charm.

The thought makes me snuggle into my sports coat with greater relish than ever.

International Commentary

Poor Climate for East-West 'Thaw'

By W. N. EWER, from London

CERTAINLY nobody in this country will dissent from Mr. Khrushchev's suggestion that a "thaw" in the cold war is desirable, that there should be negotiations on German problems between the Soviet Union and the Western powers. It is a cardinal point in the policy of the Western powers that they are, as Mr. Macmillan repeated in the Commons just recently, "ready at any time to enter into discussions with the Soviet government in any appropriate forum."

But Mr. Khrushchev himself put his finger on the difficulty when at an Indian embassy reception in Moscow he said after talking with the West German ambassador that "what I think reasonable he thinks unreasonable, and what he believes reasonable I think unreasonable." For at the moment there is a wide difference between the Soviet and the Western view as to the character and basis of discussions about the future of Germany.

* * *

The Soviet view, reiterated by Mr. Khrushchev in his speech to the Communist party congress, is that the discussions should have as their subjects: (1) a peace treaty which would be negotiated with, and signed by, the two existing German governments; (2) the neutralization of the two existing German states and the withdrawal of all foreign troops and bases from German territory; (3) the conversion of West Berlin into a "free city" in accordance with the Soviet proposal of November.

Now that is not simply an agenda. It is an agenda which begs two fundamental questions. It requires them to accept in principle that they are ready to withdraw their troops from West Germany and so to disrupt the whole existing defensive system of Western Europe. It requires them to accept the Soviet "free city" proposal for West Berlin though they have already explained why it must be unacceptable.

* * *

For the Western Powers to agree to a conference or to discussions on the basis which Mr. Khrushchev seems to propose would mean conceding in advance the Russian demands on the three most important issues. This hardly seems to me a realistic proposal.

What on the other hand do the Western powers propose? In their notes of Sept. 30 they make it plain that they still hold that (as Mr. Khrushchev agreed in 1955) the first step should be the reunification of Germany by free elections. They are, as at the summit meeting at Geneva in 1955, ready to consider German problems in relation to the wider problems of European security. And if the Soviet government has now changed its mind about free elections the Western powers are willing to discuss "any proposals genuinely designed to ensure the reunification of Germany in freedom."

That proposal was reiterated in the Western notes of Dec. 31. It has since been repeated both by Mr. Dulles and by Mr. Macmillan.

But—and this is an extraordinary and somewhat disturbing factor in the situation—those notes, delivered in Moscow four months ago, have never been answered.

* * *

So the position is this. The Western powers have (four months ago) proposed the opening of discussions on a basis which would commit neither side in advance to anything—not even to "free elections" in Germany.

The Soviet government has ignored that proposal completely. Instead of replying to it they have first of all suddenly (at a moment when there was less "tension" in Europe than for a long time) created the "Berlin crisis." Now they put forward proposals of their own for negotiation. But these are on a basis which would imply the advance acceptance of their major demands before discussions even begin.

I am afraid that Mr. Khrushchev is right. This proposal, which he apparently regards as "reasonable," is to Western eyes remarkably "unreasonable." Nor, I am afraid, can I see anything in the proposal, or for that matter in all the long speech to the 21st Party Congress, which gives some hope of a rapid change in the climate of a kind that is likely to bring about that much to be desired "thaw."

Atomic Icebreaker

Lenin Ready for Trials

By PRISCILLA JOHNSON, from Moscow
North American Newspaper Alliance

THE Soviet atomic icebreaker Lenin—largest icebreaker in the world and first to be powered by the atom — will be ready for sea trials soon. It is now undergoing dock trials at Leningrad. Lenin's 44,000 horsepower will be twice that of the largest American icebreaker, "Gletcher."

Plans for construction of the new Soviet ship were first announced at the 20th Soviet party congress in February, 1956. The Lenin is designed to go for a year without refuelling. It will displace 16,000 tons. Over-all length is 435.6 feet. The ship has an 89.7-foot beam.

Fuel to power its reactors (two for use, one reserve) will be powdered uranium oxide 238, enriched by an isotope of uranium 235. It will be fed in the form of compressed metal rods. Amount of fuel required can be measured in grams, whereas conventional icebreakers require 50 to 70 tons of oil or more than 100 tons of coal per day.

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Basically, Lenin's reactors will work this way: heat generated during the process of nuclear reaction will be transferred to water circulating through the reactor. This water, entering the reactor at a temperature of 248 degrees centigrade and leaving at 325 degrees, doesn't boil because it is compressed at a pressure of 200 atmospheres.

The water passes through the steam generator and back into the reactor. Each reactor and all units of the installation through which the radioactive water flows are protected by a wall more than two feet thick.

High temperatures cause steam to form in the steam generator. This in turn is sent into main and auxiliary turbo-generators and turbo-pumps. Electric current formed in the generators flows into electric motors driving the ship's screw propellers.

The main propeller will make 185 revolutions per minute; side propellers, 205 revolutions per minute.

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Prow of the Lenin is designed to bring 15 per cent more pressure to bear on the ice than the most powerful icebreaker in existence today.

Preliminary estimates of its icebreaking capacity indicate that at a thrust of 330 tons the ship can move in a solid ice field 7.8 feet thick at a continuous speed of two knots. Maximum speed in open water is 18 knots.

Shock-resistant steel has been used to make sure the ship is strong enough to take on huge loads of ice, and also to insure against spreading of hull cracks in low Arctic temperatures.

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Designed for year-round Arctic conditions, the Lenin has two radar sets—one for observation and one to navigate by. Other navigating instruments include the latest sonic depth finders, gyro-compasses, radio direction finders and a powerful electro-megaphone apparatus for voice contact with shore stations and other ships at sea.

Eleven transverse watertight bulkheads form the hull. This means the ship could stay afloat even if any two main compartments were flooded simultaneously after a collision.

Other innovations include corridors extending the length of the ship between the main bulkheads and cabins, making unnecessary any exit onto the open deck.

One and two-man cabins for the crew, rather than shared quarters, are another convenience. One-man cabins contain two bunks, at right angles to one another, for use depending on the pitching of the boat. One of the bunks folds up like a divan.

Cabins also feature winter air-conditioning, hot and cold running water, and daylight lamps.

The Packsack

By GREGORY CLARK

WE have a young matron in our family connection, in her early thirties, mother of four small children, who does not drive and has never driven a car. She has just never got around to it.

She has been surrounded by cars all her life. Her father could drive when a boy in 1910, when there were mighty few cars around. He now keeps two. Her brothers have had cars since they were 17. Her mother has been driving since 1920. At her social level, a car is as commonplace as a purse, shoes, lipstick or a home to live in.

But just at the age she should have started to drive, she joined the Wrens in the war and her duties did not include driving. When the war ended she got married, and for the first two years she was living in different cities in Canada and the United States while her husband took post-graduate degrees at different universities. When they settled down, their first baby arrived. And she never did get around to driving.

Now her husband suggests they get a second, small car for her use, as he needs their car all day.

"Not on your life," she says. "What a nuisance it would be! Any time I need a car I call a taxi, and at a fraction of the annual expense, and far less nuisance than a car."

Is she an anachronism, or a little ahead of the rest of us?

Slippery Science

TRANSISTOR radios, man-made planets orbiting around the sun, and now greaseless frying pans! What will science think of next?

There's a new plastic on the market. It's called Teflon. It is remarkably heat-resistant, and besides it's just about the slipperiest thing known to man. According to the Wall Street Journal, an experimental car equipped with Teflon bearings has gone 80,000 miles without grease. The U.S. air force coats the skis of its Arctic planes with Teflon, so they won't stick to the snow. Teflon on the moldboard of a plow permitted a tractor to pull the implement in high instead of low. And coating the inside of a frying pan with Teflon means you can fry an egg without grease, and it won't stick to the pan.

—CALGARY ALBERTAN.